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Moderate Prices.

No. 14,498

號二廿月七年九零百九千一第

HONGKONG THURSDAY, JULY 22, 1909.

日六初月六年元號

FRIDAY, \$3.00 Per Month.

THORNE'S
OLD VAT

\$15
PER
CASE



As supplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
HONGKONG, 1217

AMOI NOTES.

(From Our Own Correspondent).

July 20.

FRENCH NATIONAL FETE.

What a time of Amiversaries it is! Every month has its special day, and France is no exception. The 14th of July has been a "Fête Nationale" in Amoy for many years now, to celebrate the taking of the Bastille, and the unfurling of the Flag of Liberty. The Vice-Consul for France, M. Lecomte, and Madame Lecomte gave an "At Home" at the French Consulate on Wednesday, July 14th, at 9.30 p.m. to celebrate this day of Liberty, and a large gathering of the Foreign residents of Kulanen was there, and a very pleasant evening was spent. There is no difficulty out here in the East in maintaining "l'entente cordiale," not only between France and England, but with all other nationalities.

THE TOWN OF AMOI.

In days gone by Amoy had the unenviable but voracious reputation of being the dirtiest city in the whole of China. I dare say this has been an exaggeration, for each city seems to be the dirtiest—till you see the next one! However that may be, I am glad to bear record that Amoy is a very different place, in many ways, from what it used to be. Ever since the disastrous series of fires that occurred some years back, great efforts have been made to improve it, and they have not been unsuccessful. The streets rebuilt after the fire are somewhat wider than heretofore, though hardly as wide as "Pail Mall" or "Fifth Avenue, New York." They are much cleaner, owing to the "daily" labours of a band of street scavengers, some of whom always seem to be at work at whatever time of day one passes through the streets. The Tao-tai has instituted a posse of Chinese policemen in suitable uniform—black for winter, and yellow khaki for summer, and each is armed with a "truncheon." In walking through one of the long thoroughfares, and most foul-smelling streets yesterday afternoon, in the hottest part of the day, I was simply surprised and delighted to notice how much cleaner it was than usual, and it was a comfort unpeakable not to be assailed at every turn with some of the unpleasant odours with which the street used to abound. Slowly, it may be, but surely, let us hope, China is on the mend, and we who are wont so readily to abuse should be as ready to praise her, where praise is due.

DEATHS.

Much sympathy is felt in Amoy for Mr. C. Berkeley Mitchell, the Secretary of the Kulanen Municipal Council, in the sad death recently in the Victoria Hospital, Hongkong, of his wife. Fears were entertained when she left some weeks since that she would not recover, but we hoped, perhaps against hope, that the Hongkong doctors would be able to pull her through. Another death that will cause sorrow to many in Amoy is Mrs. Barclay, the wife of the Rev. A. Barclay, of Tainanfo, South Formosa. She has been in the hospital in Shanghai for some weeks, and alas, passed away about a fortnight ago. She is related to Dr. and Mrs. Gibson of the E. P. Mission, Swatow.

THE WEATHER.

The weather since July started has been very oppressive. On many days the moon-son has been but feeble, and the nights have often been very trying. Morning rain showers have done a little to cool the air, but the almost daily afternoon thunderstorms that visit the country inland very rarely reach us on Kulanen. They kill the wind, without bringing any relief to the oppressive heat. Luckily, so far, no typhoon has come our way, but, like you in Hongkong, we badly need water in our wells, and if the springs do not get filled up in the next two months we shall have a water famine in the winter. Our rainfall is below the average so far this year.

BUILDING ACTIVITY.

The new Amoy Custom House is all but ready for habitation, and is a very handsome building, and a credit to the architect and builder. The building is due to Mr. Thompson, the Clerk of the Works, who has spared no pains in seeing that everything was done according to contract. Next month should see the Customs Staff transferred to their new premises. Our Kulanen several new houses have been built during the last twelve months, and there are still several more nearly finished. I hear too of plans for quite a number more to be begun in the autumn. It is becoming, however, increasingly difficult to get ground, except at fabulous prices. It looks as if future housebuilders will have to look for new ground on the Western side of the island, a part hitherto unused for foreign residences.

Business Notices.

W. S. BAILEY & Co., Ltd.
ENGINEERS & SHIPBUILDERS.

River Steamers, Tugs & Lighters.
Castings & Forgings of all kinds.
LOWEST PRICES.

Works:—Kowloon Bay. Offices:—Hotel Mansions.

NOW ON SALE.

DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1909.
Small Scale Map of Island, Channels and Kowloon Point; landing Docks, Railway, Green Island Cement Works, etc.

COPYRIGHT BY K. A. MASSEY.
The above in cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire; P. 20 \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BREWER & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

Prickly Heat Lotion and Powder

Safe remedies for allaying the irritation.

SUN GLASSES.

HOUSEHOLD AMMONIA

For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT

One Pint Tins 50 Cents. One Gallon Tins \$2.

VICTORIA DISPENSARY.

KELLY & WALSH, LTD.

The Press Album: Stories, by Marie Corelli, Ocean Doyle and 40 great writers, illustrated by well-known painters ... \$2.25
Astronomy without a Telescope, by E. W. Massey ... 4.50
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ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

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HONGKONG ICE COMPANY, LIMITED.

It is hereby notified that on and after the 19th current, the SELLING PRICE of ICE will be INCREASED to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Ice Co., Ltd., Hongkong, July 13, 1909.

NIGHT STEAMER TO CANTON.

New Twin Screw Steamer.

S.S. SAN CHEUNG

Fitted throughout with Electric Light and Fans supplied in all Cabins.

(Captain J. McGarry).

LEAVES Hongkong for Canton at 9 P.M.

on SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 a.m. on MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class, \$2.50 single passage.

Meals, 1st Class, \$1.00 each.

Servants' passages must be paid for.

CHEUNG'S STEAMBOAT CO., LTD., No. 238, De Vries Road Central, Hongkong, November 13, 1908.

C. E. WILKS,

M.I. MEVE, E. A.M.I.N.A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,

SURVEYOR, VALUER

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OF WORKS, WHARVES, FACTORIES,

AND ALL CLASSES OF

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Office Tel. 195. Residence K20.

Tel. Address: WYNDHAM, HONGKONG.

Hongkong, April 14, 1909.

FOR

Luxury,

Comfort,

Quiet,

Freshness

and

Excellent

Cuisine

STAY AT

THE

GRAND

CARLTON

HOTEL.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

REWARD OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND. OFFICE:—4, QUEEN'S BUILDINGS. TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE No. 601.

LANE, CRAWFORD & CO.

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CHIVERS' ENGLISH FRUITS

IN BOTTLES

BLACKBERRIES, DAMSONS, GREENGAGES, GOOSEBERRIES, RED CURRANTS, RED PLUMS AND GOLDEN PLUMS.

ALSO CHIVERS' CAMBRIDGE WHOLE FRUIT JAMS in 1 lb. and 2 lbs. tins.

SOLE AGENTS:

LANE, CRAWFORD & CO.

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PURE, LIGHT & WHOLESOME.

BREWED ESPECIALLY FOR THE TROPICS.

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ORIENTAL BREWERY, LTD.

P. O. Box 238.

Hongkong, June 26, 1909.

TEL. 479.

835

THE HONGKONG HOTEL

UNRIVALED FOR COMFORT AND COINING.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS. AND NO EXTRAS.

BAIRD AT TIFFIN & DINNER. A. F. DAVIES, Manager.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Station, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms:—From \$5 per day. Single. Telephone Address: "Peaceful."

Town Office: 1, De Vries Road.

Hongkong, February 8, 1908.

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No. 2, Queen's Road Central.

Telephone No. 197.

Mr. M. MATTHEW, Proprietor.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

COINING under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.

TELEGRAPHIC ADDRESS: "COMFORT" HONGKONG.

M. MATTHEW, Proprietor.

1540

ASTOR HOUSE HOTEL

(L41 & CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GARNIER, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 5, 1908.

1381

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THE

GRAND

CARLTON

HOTEL.

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GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks or 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

GREAT CLEARANCE SALE

Wednesday, July 7th.

FAIRALL & CO.

ARE OFFERING THE WHOLE OF THEIR STOCK AT AN

ENORMOUS REDUCTION

to effect a speedy clearance. Many things below cost.

7 & 9, PEDDER STREET.

TELEPHONE 644.

ALEXANDRA CINEMATOGRAPH.

TO-NIGHT! GREAT SUCCESS OF TO-NIGHT!

La Bella Chiquita,

AND

Miss Amity Rita.

THESE STARS APPEAR EVERY NIGHT.

WATCH EXPRESSES AND CHANGE OF PROGRAMME.

Hongkong, July 10, 1909.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,

Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

J. ULLMANN & CO.

34, Queen's Road Central Opposite General Post Office.

'SAPPORO' & 'ASAHI'

BEER

LIGHT AND REFRESHING

SUMMER BEVERAGES.

Obtainable at Messrs

CALDBECK, MACGREGOR & Co.

H. PRIOR & Co., Ltd.

VICTORIA DISPENSARY.

A. S. WATSON & Co., Ltd.

KOWLOON DISPENSARY.

FRENCH TONIC.

AND EVERYWHERE.

WATKINS, Ltd.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.

79

Champagnes,

Marsalas,

Ports,

Burgundies,

Brandies,

Whiskies,

Bitters,

Ales, Beers and Stouts.

Caldbeck, Macgregor & Co.,

Wine & Provision Merchants.

12, Queen's Road Central.

THE CHINA MAIL, LTD.
LONDON AND SHANGHAI

POWELL'S

FOR
SMART
SOCKS
IN
Thin
Cashmere
and
Lisle
Thread.

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& Co., Ltd.**

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR
SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

PER DOZEN.....\$16.50.

Robert Porter & Co.'s

BULL DOG

BRAND

Guinness' Stout

IN PINTS AND SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

VICTORIA CINEMATOGRAF.

PREMIER HALL OF HONGKONG.

SPECIAL PROGRAMME.

Famous performance of the well-known

transformist

E. FREGOLINI.

SISTERS LEE.

SISTERS COLEMAN.

TROUPE ENGEL.

NEW FILMS

Hongkong, March 4, 1909.



A VICTOR!!!

\$10 PER MONTH

WILL PURCHASE

A Real Musical Instrument.

S. MOUTRIE & CO., LD.

Hongkong, April 18, 1907.

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

CHEAP SALE

20 %

OFF EVERYTHING.

MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Whole Stock-in-

Trade at Messrs Courant & Co.'s Store,

Chater Road.

Miscellaneous.

Goods per *Sicilia* undelivered after this

date subject to rent.

General Memoranda.

MONDAY, July 26.—

Transfer Books of West Point Building

Co., Ltd., close from this date to 3rd

August, inclusive.

Transfer Books of Hongkong Land In-

vestment & Agency Co., Ltd., close

from this date to 3rd August, inclusive.

Goods per *Frederic Sin* undelivered after

this date at noon will be subject to

rent and landing charges.

Goods per *Saxonia* undelivered after this

date subject to rent.

Goods per *Curmather* undelivered after this

date at 3 p.m. subject to rent.

TUESDAY, July 27.—

Goods per *Duht* not cleared at 4 p.m.

on this date subject to rent.

Goods per *Endeuch* undelivered after

this date subject to rent.

WEDNESDAY, July 28.—

Goods per *Invata Maru* not cleared on

this date subject to rent.

2.30 p.m.—Auction of Household Furni-

ture, &c., at No. 15, Wyndham Street.

The China Mail.

HONGKONG, THURSDAY, JULY 22, 1909.

COMMERCIAL RIVALRY IN

CHINA.

The astute Grand Councilors of

Peking must be laughing in their

sleeves as they watch the rather

unseemly scramble for commercial

advantages now proceeding among the

principal Powers represented at the

Dragon Court. England, France, Ger-

many, the United States, Belgium and

Russia are all tumbling over themselves

to lend money wherewith to build the

Hankow-Canton railway, and if China

does not reap full advantage from the

situation it will be entirely her own

fault. Russia, despite Reuter's message

of Tuesday evening, is not exactly a

new comer; she has been in the game

on and off for many years now, and

her right to be considered in the matter of the Hankow-Canton railway loan upon the material interests she has built up in the Yangtze valley. It is not so many years since it was the fashion to consider the Yangtze as a peculiarly British reserve. Those were the days when the foreigner gaily marked out "spheres of influence" on the map of China, awarding various parts to different nationalities, and expecting that nobody would have the bad taste to intrude on the other's preserve. But commercial competition knows no such cast-iron boundaries and when China began to reassert herself and proved to the outer world that she was far from being moribund, there was less and less talk of spheres of influence, and more and more desire on the part of everyone to placate the unwieldy giant instead of irritating him by discussing vague post mortem possibilities.

But of all the nations, America is making the boldest bid for commercial supremacy in China at present. This is the message which recent times, and particularly the last few years, has for us. Labouring enquiry or minute searching is not needed to discover that just now China has an all-round partiality for the United States. Among the more progressive men of the nation there seems to exist an unrestrained admiration for America's form of Government. The Republic's financial system also appears to appeal to them. Above all China shows every inclination to associate in increasingly closer relationship with her American friends in ties of commercial and industrial enterprise. These circumstances are now fully grasped by the capitalists and the commercial magnates of the United States, who see in them possibilities of a gigantic extension of their interests in the Far East; though strangely enough it was the politicians, men like Senator Beveridge and that greatest of all long-winded talkers, the Hon. James B. Smith, who pointed the way to the golden land of promise lying in the Eastern seas. Now we find the American press taking up the topic and praising the President for his perspicacity. President Taft came to the White House at a fortunate time. His speeches while Secretary for War and his actions since he became Chief Magistrate have all tended to create those feelings of mutual good-will which are so essential for the success of all commercial undertakings between nation and nation. The consequence of all these various influences is seen day in increasingly intimate relations between China and America.

Of course there will be those who will contend that the inevitable outcome of this extension of American and other interests will be that British trade relations with China will suffer; and we are sorry to observe in this connection that a prominent New York newspaper should see fit to constantly go out of its way to belittle British activities in the Far East. But for ourselves we hold a more optimistic view of the situation. We believe that with the continued opening up of the resources of China there will be ample room for American, British and other capitalists in the Middle Kingdom and that there will be equal opportunity for all to participate in the expansion of commercial intercourse with China. In other words, all countries can continue in friendly, tolerant rivalry in this huge field which lies open before them, each securing for itself a large share of those material advantages which accrue from the application of sound, well-considered business principles. Unfortunately it looks for the moment as if such principles are being cast aside in the mad rush to obtain a position in the ring of money-lenders now thronging the ways at Peking. That is why we view the present situation with a certain amount of misgiving, while granting all this can be said regarding the vast potentialities still to be unlocked in China.

A GOOD SUMMER REMEDY.
At this season diarrhoea and dysentery are always prevalent. Chamberlain's Colic, Cholera and Diarrhoea Remedy is the best medicine obtainable for trouble of this kind. For sale by all chemists and druggists.

FALL OF THE FRENCH MINISTRY.

We sincerely hope for the sake of France that the unexpected defeat of M. Clemenceau's ministry will not mean a return to a condition of political anarchy such as leads to the making and unmaking of Ministries every month or so. M. Georges Clemenceau has held office since 1906 and his tenure of the reins of power had hitherto given very great satisfaction. He was a strong man and a brilliant politician who had learnt in the school of bitter experience to govern and lead the volatile nation, of which he was so distinguished an ornament, much better than many of the demagogues who have ruled the State since the downfall of the Third Empire. His Ministry suffered a serious loss, however, when, at the imperious bidding of Germany, the Prime Minister had to sacrifice his clever Foreign Secretary, M. Delcasse. There are many who hold that had he made a firmer stand and refused to listen to the dictatorial menaces of Berlin it would have been better for him and France in the long run. But then it is difficult for British journalists to realise the tremendous pressure Germany can exercise these days on the European continent. She is the dominant Power without question, and France at the time could not afford to put the question to the hazard of the sword. It certainly is a very ironical circumstance that the man whom M. Clemenceau abandoned in the hour of his distress should be the means of turning him out of office to-day.

MASSEY'S COMMERCIAL MAP OF HONGKONG.

Miss Massey's long expected Commercial Map of Hongkong and Guide to firms and agencies has emerged from the printer's hands and is now ready for delivery. It will be found a most useful compilation, for every firm and business enterprise in the colony is scheduled, with their various agencies, cable addresses and telephone numbers in a most concise and get-at-able fashion. Professional men, hospitals, government servants, clubs, and associations will also be found duly placed in their proper schedules while the list of residents, with their residences and telephones, is very complete. Four Maps of the Peak, the harbour and the lower level, accompany the Guide, and their pre-eminent merits speak for themselves.

NEWS OF THE DAY.

The management of the Alexandria Cinematograph advise a complete change of programme to-night.

Brigandage is again rife in Tonkin. M. Voisin, a prominent resident of Hanoi, has been kidnapped and held to ransom.

Mr Carlos de Sotelo, late Spanish Consul at Capetown has arrived in Shanghai to succeed Mr Arlas as Consul-General.

Duke Tsai Hsin, a brother of the Prince Regent, and Admiral Sah have been ordered to reorganize the Chinese Navy on the basis of the memorial which Admiral Sah submitted to the throne in May last.

The water mark at Hankow on the 13th inst. was 45 feet 3 inches; at Kinkung on the 14th inst. 41 feet 6 inches; and at Wuhu on the 15th inst. 28 feet 10 inches. The water was still rising at Hankow and was not far from the top of the British Bund on the 13th inst.

An Imperial Edict has been issued, says the *Ostasiaticheskoye* Lloyd, declaring that the Emperor will in future be the Commander-in-Chief of the Chinese army and navy. The latter will be no longer under the command of the Board of War as heretofore. The Board of War will be, in future, exclusively an administrative office for the army and the navy similar to those in constitutional states.

Mr A. Rose, the acting British Consul at Tientsin, writes in his annual report:—Following the Imperial edicts from Peking, a Viceroyal proclamation was issued in July, 1908, at Yunfu, forbidding the cultivation of the poppy, and its terms were enforced by a rigid uprooting of the crop in such places as were sufficiently exposed to attract the notice of the inspecting officers. More than half the arable land of the district is reported to have been under poppy cultivation, producing crops which yielded from 300 to 400 per cent profit. Farmers are now anxiously inquiring what can be produced on the vacant ground which will provide money to buy imports from abroad.

HONGKONG VOLUNTEER NOTES.

SIGNALLING CLASS.
At Headquarters at 5.30 p.m. on Wednesday, the 28th inst.
At Quarry Bay at 5.15 p.m. on Monday, the 28th and Thursday the 29th inst. joined.
Mr J. B. Peters joined the Company on the 20th July, 1909; assigned Corp No. 1091 and posted to Engineer Company.

ITEMS AT THE COURTS.

A native was sentenced to three weeks imprisonment with hard labour at the Magistrate's to-day, and ordered to be banished on the expiration of his term.

Three fishermen who were caught fishing at Stanley with dynamite appeared before Mr F. A. Hazeland, at the Magistrate's to-day, when one was fined \$10 and the other two \$2 each.

The watchman at the Mutual Stores reports having been robbed of one trunk containing clothing of the total value of \$22, besides a promissory note for \$40 and deposit receipts from the Supreme Court for \$200.

A rice pounder was engaged at West Point on Wednesday and the foreman not being satisfied with his work, a quarrel ensued when the foreman beat him with a bamboo. This morning at the Magistrate's the criminal was fined \$4 and bound over to keep the peace for six months.

W. J. Hanlow, mate of the s.s. *Shiu On*, was charged before Commissioner Basil Taylor, R.N., at the Marine Court to-day with disobeying the commands of the master. The evidence was that Commander Taylor had told the pilot to anchor until he could get news regarding the typhoon signals from Hongkong, as he was then coming towards Hongkong, when defendant told the pilot not to anchor but proceed to Hongkong. Defendant used abusive language. The case was adjourned.

HONGKONG UNIVERSITY.

Wai-wu-pu Subscribers
Tails 10,000.

We were informed this afternoon by His Excellency the Governor that he is in receipt of a telegram from the British Minister at Peking, Sir John Jordan, that the Wai-wu-pu (Chinese Foreign Office) has subscribed Tails 10,000 to the endowment fund of the proposed Hongkong University.

Subscriptions towards the endowment of Hongkong University collected by the Chinese Committee up-to-date are:—

Mr Kwok Shiu Che (Saloon)	2,000
Ma Fui Shung	2,000
Chan Wei Hang	1,000
Kong Cheong Wing	1,000
Chum Lai Nam	1,000
Li Chung Chuk	1,000
Messrs Li Tai See Tong	1,000
Mr Choy Siu Wai	1,000
The Chung Sun Wo Bros	1,000
Mr Yun Man Chuen	600
Chu Siu Chan	600
Yu Pun Nam	600
Messrs See Wo Firm	500
Messrs Tai Sing Co.	500
Mr Chan Ching Hock	500
Messrs Kwan Yick Tai	300
Wing Ya Sing	300
Kang Lee, Contractor	300
Hip On	300
Wing On	300
Wing Lee Koon	200
Hang Wo Cheong	200
Sun Kwong Hop	200
Kwong Wah Yuen	200
Ying Fat Yuen	200
Kwong Hing Shing	200
Sung Sang Yuen	200
Fuk Tung Chan	200
Tung Hang Yuen	200
Po Hing Cheong	200
Mr Chow Sui Lam	200
Wong Ping Yew	200
Tze Shi Ping	200
Messrs Shaw Cho Tong	200
Total	\$201,200

ALLEGED INFRINGEMENT OF A TRADE MARK.

Before Mr F. A. Hazeland, at the Magistrate's this afternoon, Chu Hing-ma, manager of the Kwong Hing firm was summoned for an alleged infringement of a trade mark with regard to medicine pills.

Mr E. Potter, instructed by Mr J. H. Gardiner appeared to prosecute and Mr Rager Hest defended.

Mr Potter said that in 1899 complainant was rather delicate and was attended by a doctor who gave him some pills which apparently did him a lot of good. In fact, so much so, that he commenced to manufacture the pills himself and gave them away for sometime. About 1899 complainant decided to commence the manufacture of these pills himself and adopted the name of Ko Hang Woo, which meant flying bats, oyster shells and water nymphs. They were made up in boxes and those of the rival manufacturer were practically identical. These pills were made in Canton and complainant protested but it was no use. Complainant then brought the matter to the notice of the Canton Chamber of Commerce who decided that complainant was entitled to the mark and that the rival firm was guilty. In 1907 complainant opened a shop in Hongkong and put another nephew in charge. In March complainant registered his trade mark and advertised the same in five Chinese newspapers and to-day the same advertisement was still running in four of them.

His Worship—Have you got the right defendant before the Court?
Mr Hest—Yes.
His Worship—You know your client?
Mr Hest—He is my client but the police may be able to say if he is the person they want.

His Worship—Have you got the right man?
Mr Potter—As far as I know.
Continuing, Mr Potter said that a nephew called at the Hongkong shop of the rival firm and asked for two boxes of pills as advertised on the sign board outside the shop. He added that he wanted the genuine article. However he was given two boxes of the rival firm's make and a few days afterwards a Chinese constable purchased two boxes of pills which he asked for in practically identical terms but was handed those of the rival firm as in the previous instance. Subsequently Detective Sergeant Grant made a search of the shop. Mr Potter went on to say that a person who represented himself to be a representative of the defendant firm had called at the office of Mr Gardiner and had asked that the proceedings be stayed. Mr Gardiner had agreed on certain conditions and \$200 was paid for costs.

Evidence was then called and the case was adjourned.

FALL OF THE CLEMENCEAU MINISTRY.

AN UNEXPECTED DEFEAT.

Better Reconciliations.

(Reuter's Service to the China Mail.)
London, July 21.

The French Cabinet has resigned as a result of a debate in the Chamber on the Navy.

The Government's defeat was a complete surprise and was the result of angry scenes between M. Delcasse and M. Clemenceau.

The former accused the Government of pursuing a policy of incoherence and impotency as regards the Navy.

M. Clemenceau, in an exceedingly angry reply, resented the presumption of M. Delcasse, who, he said, led France at Algiers to the greatest humiliation she had ever suffered.

The Deputies protesting, M. Clemenceau reaffirmed that the Algiers Conference was a humiliation because the then Ministers for War and Marine told him that the country was unready for war.

The Deputies, sympathising with M. Delcasse, rejected the vote of confidence in the Government by 212 votes to 176.

LONDON, July 22.

M. Aristide Briand, Minister of Justice and Public Worship, in the late Cabinet, is among the most prominent of the several retiring Ministers mentioned in connection with the vacant Premiership.

N. D. L. DERFFLINGER ASHORE.

OUTWARD BOUND.

(Reuter's Service to the China Mail.)
London, July 21.

The Norddeutscher Lloyd liner Derfflinger, bound for the Far East, is ashore at the Needles (Isle of Wight).

Tugs are standing by and the passengers remain aboard.

LONDON, July 22.

The attempt to float the stranded N.D.L. steamer Derfflinger has been unsuccessful and it is feared that the operation will be difficult.

SPAIN AND MOROCCO.

HEAVY FIGHTING IN MELLILA HINTERLAND.

Spanish Populace Opposed to War.

(Reuter's Service to the China Mail.)
London, July 22.

In view of the situation in the Mellila hinterland, Spain has decided to meet all General Marinas' requirements and reinforcements will be despatched.

Serious fighting took place between the Spaniards and the Moors, between six o'clock last evening and five o'clock this morning, in which the Spaniards suffered considerable losses.

The reinforcements are leaving Madrid amid a tremendous uproar, the populace being opposed to the war.

Spanish securities have fallen four points on the Madrid Stock Exchange.

TAKE A VACATION.

NOW is the time to take a vacation, get out into the woods and mountains and visit the seashore, but do not forget to take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy along with you. It is almost certain to be needed, and cannot be obtained on railroad, train or steamship. It is as much of a risk for anyone to leave home on a journey without it. For sale by all chemists and druggists.

THE CENTRAL GOVERNMENT HAS NOW FIRED THE SALARIES OF VICEROYS AT TAELS 10,000 PER MONTH, AND OF GOVERNORS AT TAELS 8,000.

TANG SHOO-YI.

PRINCE REGENT OBJECTS TO PROMOTING HIM.

(Wah Te Yat Po's Service.)
PEKING, July 21.

It seems that the Prince Regent does not wish to appoint Tang Shoo-yi to any influential position owing to his previous connection with Yuan Shikai.

A CERTAIN CURE FOR BOWEL COMPLAINT.

WHEN attacked with diarrhoea or bowel complaint you want a medicine that acts quickly. The attack is always sudden, generally severe and with increasing pain. Chamberlain's Colic, Cholera and Diarrhoea Remedy has never been known to fail. For Sale by all chemists and druggists.

VICTOR CLICQUOT

MAISON FONDEE EN 1892.

Grand Vin De Champagne.

SPECIAL CUVÉE, REIMS.

This Famous Champagne being now first introduced into this market is listed by us at the exceptionally low price of

\$30.....Per Case of 12 Quarts.
\$34....." " " " " 24 Pints.

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Telephone No. 125.

NEW PERMANENT BARRACKS FOR KOWLOON.

But Why no Married Quarters?

Not quite a year ago, the *China Mail* in a special article advocated the urgent necessity for building in Kowloon permanent barracks for the accommodation of the native troops, in place of the two easily blown-down makeshifts. The question was taken up by the Indian papers, and was finally dealt with by Government, who have decided that permanent barracks shall be built. As prophesied by a writer signing himself "Kowloon," the Colony of Hongkong will not have to pay one penny of this new and necessary outlay. The Home Government has provided the money. That proper barracks are wanted, residents do not want to be told. It is the tax-payers in the Mother Country who have to be informed of what the troops in Hongkong have had to put up with. The press in England is unanimous, when writing of Lord Kitchener's many changes in the Indian Army, that they have all been for the better. The increase of pay for the troops has been followed by augmentation of officers' emoluments. Warrants for troops travelling on furlough, uniforms, and other things relating to improvement in the interior economy of the various corps, have emanated from Simla, since K. O. grasped the situation in India: and so the heart of the Native Officer now rejoices, and the sepoy's heart is sympathetic and appreciative.

A representative of the *China Mail* visited the makeshifts yesterday and ventured to peep into one of them. There is no mistaking the fact that they are miserable makeshifts for barracks. Four daps like the lids of a box lift up and down on each side. When they are up, and it rains, it comes wind and water; when they are closed the rooms are dark and stifling. When it is cold, the men have to remain in darkness and stuffiness to avoid draughts, and the keen winds which in winter they feel so keenly. The men cannot smoke in their rooms and therefore have to squat on the parade ground when they indulge in this pastime. During the hot weather the sheds are very oppressive and when dew is falling the men's clothing becomes damp through the infiltration. Again, the kitchen accommodation leaves much to be desired; there is no stone-built store room for arms, or books, and the expensive band library and musical instruments are at the mercy of the elements. This band practice stand is also built in the most exposed position possible, and we gathered from a European soldier that he "had often seen the music stands blown over at practice!"

The quarters of the Native Officers are, also, far from being suitable. They provide privacy, it is true, but English grooms would flatly refuse to use them for anything except boot-rooms. Can it be wondered at that much "growing" has gone on in the ranks, when "crack" regiments have been here. Many of the native officers are gentlemen with pedigrees dating far back into the misty centuries long before Vasco da Gama doubled the Cape and they have been much dissatisfied with the quarters allotted them here.

But all these discomforts will soon be things of the past. New quarters are now being erected and the grumbling will pass into the limbo of forgotten things. Of red brick, the new barracks will be so built that each room will hold forty odd men, thus housing a regiment up to Field Service strength—roundly speaking, 1000 men. There will also be cook houses, tailor's and other shops, in fact, accommodation equal in every way to that in the adjacent barracks built for the European regiment.

While the authorities are at last doing their duty in respect to proper quarters for the sepoys, it is permissible to ask the G. O. C. to point out to Lord Kitchener—who reports says will soon be with us—the hard and inhuman regulations dealing with the married Indian soldiers. Why should the Native Officers be separated from their families for three long years when their British confederates can bring their wives and children? Why, when so much accommodation in Macdonald Road is going begging, and other buildings quite new, are, or could be, available for the married sepoys' families, why are these men thus dealt with?

The cost of the necessities of life, viz. milk and mutton, have risen so greatly of late that the sepoy is feeling the pinch very much, and it is getting more difficult than ever to send money to India to maintain wives, mayhap parents. Lord Kitchener, therefore, might possibly be able to arrange at no very great expense to the country that when an Indian regiment is under orders for field service in China or Hongkong, the married men can bring their wives and families and that on certain payment, the wives "off the strength," may also come out. Morality, discipline, health, and content, are concomitant sequences not to be despised as a result of the military prescriptions issued to our native troops by their respective G. O. C.'s, who are helpless on arrival here, and who usually dare not complain about anything on behalf of their officers and men, lest they should get "sent on" for being too zealous. The result of married quarters for the native troops would undoubtedly be most beneficial from the point of view of health, discipline, and contentment, and we hope General Blandford may see his way to furthering the suggested reform.

OVER THIRTY-FIVE YEARS.
In 1872 there was a great deal of diarrhoea, dysentery, and infantile cholera. It was at this time that Chamberlain's Colic, Cholera, and Diarrhoea Remedy was first brought into use. It proved more successful in any other remedy or treatment, and has for thirty-five years maintained that record. Nine chemists out of ten will recommend it when their opinion is asked, although they have other remedies to sell. It is a purgative, but a gentle one. For sale by all chemists and druggists.

THE SUGAR INDUSTRY IN FORMOSA.

In the Report for the year 1908 on the trade of the Consular District of Taiwan (South Formosa) by Mr. A. E. Williams, H. B. M. Consul, the following references to the sugar market and the factories will be found:—

The following table shows the quantity and value of raw sugar exported to Japan and China and Hongkong respectively during 1908:—

	Quantity	Value
Japan	1,186,699 cwt.	£296,345
China and Hongkong	1,752 cwt.	£1,580
Total	1,188,451 cwt.	£297,925

This shows an increase of 133,044 cwt. and £193,944 on the figures for 1907.

In the trade report for 1907 the sugar market was reviewed up to the end of the month of February, 1908, for the season 1907-8. After the new consumption law came into force in February, 1908, the market declined from 8 yen 35 sen (17s. 0d.) early in March to 8 yen 16s. 4d. per picul (133 1/2 lbs.) for Siogtau towards the end of the month, but rose again on account of rumours of shortage of stock in Japan to 8 yen 90 sen (18s. 2s.) per picul in the middle of April and closed in June, 1908, at 8 yen 40 sen (17s. 1 1/2d.).

The 1907-08 crop has been one of fairly steady prices and is notable for the shortage of low-grade sugars; the production having been mainly of high-grade brown sugars which realised 80 sen (1s. 7 1/2d.) per picul higher than Siogtau, and at one time, owing to the shortage of the latter quality, the difference was reduced to only 60 sen (1s. 2 1/2d.) per picul between the two grades. The higher grade is known as "Chut-Lui," that is "above grade." The foundation of purchases is usually Siogtau, and so much more is paid for the "above grade" and so much less for the lower grades, hence the expression "above" meaning above the ordinary grades. Exporters did only a steady commission business and large profits were not made. The Chinese factories only did moderately well owing to the higher consumption tax paid. At an average price of 8 yen 50 sen (17s. 4 1/2d.) for Siogtau the millers only get a net amount of 5 yen (10s. 2 1/2d.) as 3 yen (6s. 1 1/2d.) must be deducted for the tax and 50 sen (1s. 0 1/2d.) for transportation expenses to the merchants' godowns. From the 5 yen per picul net at the factory, the millers must pay about 2 yen 30 sen (4s. 8 1/2d.) per picul for expenses of manufacturing, leaving 2 yen 70 sen (5s. 6d.) for themselves and the farmers, the latter getting from 2 yen 30 sen (4s. 10 1/2d.) to 2 yen 50 sen (5s. 1 1/2d.) per picul for their cane.

The 1907-08 crop opened in November 1908, at 8 yen 60 sen (17s. 6 1/2d.) per picul and rapidly rose to 9 yen 90 sen (19s. 7 1/2d.) in December owing to rumours of greatly decreased quantities of brown sugar, caused by the starting of the many new centrifugal factories which absorbed the cane hitherto supplied to the brown sugar mills. Large quantities of centrifugal sugars were also sold ahead by the various factories at prices ranging from 12 yen 50 sen (11s. 5s. 6 1/2d.) per picul to 13 yen (11s. 6s. 6 1/2d.) per picul c.f. Yokohama, or 1 yen (2s. 0 1/2d.) less ex factory, the factory paying the consumption tax. It was at first estimated that the crop, which is a record one, would yield only 800,000 piculs (36,714 tons) of brown sugar and 900,000 piculs (63,571 tons) of centrifugals and as from this 600,000 piculs, about 300,000 piculs (17,857 tons) have to be deducted for local consumption it will be readily understood that there was some cause for the apprehension which caused the rise in price. However, when it was found that although all the new mills were practically finished and had started working in December, they could not work to their full capacity owing to the occurrence of minor troubles incidental to the running of new machinery, and that consequently most of the mills were obliged to give up part of their cane to the Chinese farmers to crush in their brown factories, prices receded to 8 yen 50 sen (17s. 4 1/2d.) per picul, at which they have remained steady up to the middle of March, 1909. The revised estimates now give an expected exportation of 800,000 piculs (36,714 tons) of brown sugar and 700,000 piculs (41,856 tons) of centrifugals, leaving 300,000 piculs (17,857 tons) of brown for local consumption out of a total estimated crop of 1,800,000 piculs (81,571 tons). The advent of the two principal Japanese importers of sugar in South Formosa has made trade very difficult for the foreign merchant for this crop (1908-09), as these two firms were the principal to whom the foreign firms used to sell their holdings. As these two firms are in keen competition with each other margins have been so cut down that the foreign firms could hardly enter into competition with them even for making their own shipments, and so far as one can prophesy the days of the foreign commission merchant would appear to be numbered. The two principal products handled by the foreign merchants have of recent years been confined to sugar and rice, but as these two Japanese firms, as well as a number of less important Japanese firms, all handle both products and appear to be willing to out-bid the foreigners as well as out-bid them in price, business for the foreigners will either have to be speculative or confined to imports, which again have dwindled to very limited proportions and are confined to only a few articles. Of course there will be machinery and accessories usually required by large sugar factories, and the foreign firms will have to reorganise their staffs in order to cope with the new trade whilst giving up the old one.

SUGAR FACTORIES.
The following notes concerning the principal sugar factories in South Formosa show the progress made during 1908:—
Taiwan Seito Kaisha (Taiwan Sugar Company).—This company has duly completed the three new mills in course of construction during 1908, and referred to in the report for 1907, and sugar crushing was commenced in December, 1908. These mills are situated at Koshihito (460 tons, short, in 24 hours), Koshihito (1,000 tons, short, in 23 hours) and Aiko (1,200 tons, short, in 25 hours). In 1908 the company purchased two large sets of steam ploughing tackle composed of four engines of 24 horse-power each for use in the Koshihito district, thus making four sets now in use in that district, and 2,000 acres have already been ploughed for the next crop. A number of locomotives have been imported from the United States for plantation purposes, and 90 miles of permanent and portable railway and trolley line have been laid during the year; 400 Japanese immigrants have also been engaged from Japan for work on the plantation at Koshihito for a period of three years, and more will be engaged for the plantation at Aiko.
Dai Nippon Seito Kaisha (Dai Nippon Sugar Company).—The mill in course of construction for this company at Goken-saki, near Tainan (1,200 tons, in 23 hours), alluded to in the report for 1907, has been duly completed and commenced crushing operations in December, 1908.
Tayo Seito Kaisha. The mill situated at Suikutsu, near Kagi (1,100 tons, long, in 24 hours), alluded to in the report for 1907, was completed and commenced crushing in December, 1908. The estimated crop of cane for the season is about 88,000 tons, of which 18,000 tons have already been crushed (February, 1909); the sugar obtained amounting to about 1,800 tons. The permanent railway line, of 47 miles and all bridges are now completed. The rolling-stock consists of 300 wagons; at present five locomotives are employed, one of 50 horse-power and four of 40-horse-power. Another locomotive and 50 additional wagons will shortly arrive. The water supply for the factory is obtained from the River Hsiao-suei, from whence it will be pumped to the reservoirs by two electrically driven centrifugal pumps, each capable of discharging 30,000 gallons of water per hour. At present an oil engine of 20 horse-power and two 6-inch centrifugal pumps are temporarily employed.
Meiji Seito Kaisha (Meiji Sugar Company).—The mill near Banhsien railway station, in course of construction during 1908 and alluded to in the report for 1907, was completed in November, 1908. It is expected to produce 110,000 piculs (6,547 tons) of sugar during the season.
The second mill owned by this company in course of erection at Sumait, near Kagi (750 tons, in 22 hours), will not be completed until November, 1909.
Ensuiko Seisha. The mill in course of construction during 1908 (850 tons, short, in 24 hours), situated at Shinyeisho, was completed in December, 1908. The extension of the old mill situated at Ensuiko, which has been enlarged from a capacity of 400 tons, short, in 21 hours to 600 tons, short, in 24 hours, has also been duly completed.
Formosa Sugar and Development Company, formerly known as the Hsiao-suei Sugar Company, situated at San-tan-tan. This British company was registered in London on January 18, 1908, with a capital of £80,000, divided into 280,000 of 6 pence each, cumulative preference shares and £20,000 ordinary shares. The new capital obtained has been placed to erect a new plant from 150 to 700 tons of cane per day, and the new machinery was completed on February 3, 1909, although crushing was started with the old plant about the middle of December, 1908. The factory is expected to produce 100,000 piculs (4,545 tons) of sugar during the season. The mill is situated on a plot of 14,714 piculs (376 tons) for 1907-08 crop. On account of the enlargement of the plant, the cane buying district has been increased by about 5,000 acres, and it is expected that the crop for 1908-09 will be nearly 100,000 piculs (4,545 tons).
The water supply is obtained by damming the river close by and no pumps are used, the water being led by a pipe to the well near the condenser pumps, a great advantage where a large quantity of water is required for the condensers. The trolley line is 2 1/2 miles in length, with a rolling-stock of 285 cars, each taking 24 tons of cane. The gauge is 24 inches instead of 30 inches, which is the gauge adopted by the majority of Formosa factories. Three locomotives have been purchased to arrive in time for the 1909-10 crop. It may be mentioned that the facilities for transportation are most favourable. The mill is situated in such a position relative to the cane that there is a gradual gradient in its favour so that not much power or expense is required to transport the cane to the mill. The transport of sugar to Amoy for export is effected by the river and costs only 5 sen (1 1/2d.) per bag. The total cane area is now over 10,000 acres, and, judging from the figures already quoted, the company has already made great progress in bringing land under cultivation. It is calculated that the district worked by this company will yield in three years' time 10,000 tons of sugar. The price obtained for the sugar is 15 yen (32s. 6 1/2d.) per picul, only one grade of sugar being manufactured. Experiments are being conducted with a view to making brown sugar from the residual molasses, and it has been proved that this can be done, but some modification of the present experiment is necessary and will be installed later on.
Hokuto Sugar Mill.—Owned by Bein and Company, a British firm. This was originally a small 100-ton brown sugar mill, and it was intended to enlarge and convert it into a 240-ton centrifugal mill during 1908. The Sugar Bureau, however, have arranged for the incorporation of the district belonging to this mill within the district of a large new mill of from 700 to 800 tons crushing capacity, which is to be erected by a Formosa-Chinese financier. Compensations will be paid to the British firm for the machinery already installed, and the Sugar Bureau has allotted to them another district near Takow in exchange. In this new district the British firm will install the new machinery which has been purchased for Hokuto, and will also purchase the necessary additional machinery required for a mill crushing 300 tons of cane per 24 hours to produce centrifugal sugar. This new mill at Takow will be completed by November, 1909, in time for the 1909-10 crop, which is estimated to produce 90,000 piculs (4,050 tons).

TESTING MACHINE FOR TAIKOO DOCKYARD.

As part of the equipment of the Taikoo Dockyard and Engineering Company of Hongkong, Limited, Messrs. Samuel Denison and Sons, Limited, of Leeds, have just forwarded a horizontal testing machine of 80 tons capacity, arranged for applying proof loads to chains, wire ropes, rivets, and metal specimens. The stress is applied to the specimen by means of a suitable hydraulic ram and cylinder placed at one end of the machine bed. The water pressure required to work the machine is 1,000 lbs. per square inch, and the stroke, or run out, of the machine is 38 in. The amount of proof load on the specimen is indicated by a steel yard, which is graduated by a dividing engine up to the full load of 80 tons. The pole weight is traversed along the steel yard by a hand-wheel through spur gearing. Specimens from 10 in. long up to 10 ft. long can be dealt with equally well.

SUDDEN DEATH OF CAPTAIN ROBERTS.

News was received in Shanghai on July 16 of the death of Captain Roberts, master of the G. N. steamer Minnesota. Death, which took place on Tuesday week last between Kobe and Nagasaki, was due to kidney trouble. Captain Roberts took command of the Minnesota at Seattle, from Captain Austin, and was on his first visit to the East in command of the vessel. Captain Roberts was formerly in charge of the Shawmut, of the Boston S. S. Co. Mr. Roberts the first officer is now in charge. The "Seattle Times" writing under date of June 12 said: Captain Roberts, who succeeds Captain Austin is a well-known figure in local marine circles. He was reared from cabin boy to commander in the American line and served in nearly all the boats of that company on the Atlantic including the St. Paul and St. Louis. His first trip to this port was in command of the Ohio, operated by the Empire Transportation Company, subsidiary to the American line, between Seattle and Alaska. He returned to the Atlantic Coast and in the New York-Liverpool line made an excellent reputation. He again came to Seattle, in command of the Shawmut, about five years ago, and last spring delivered her to the government at New York, taking her round the Horn from Seattle.

THE FIRST BRITISH OYSTER-EATER.

Pagettism is running very strong in England just at present. In addition to the now world-famous Church pagant in the stately grounds of Lambeth Palace, the Welsh National Pagant and other large scale affairs, many ancient towns are holding pagants dealing with episodes in their own history. One of these is Colchester, the Essex town which has annuals running back to the days of the Druids. The Colchester Pagant opened with a procession of Druidical officers, then followed scenes in A.D. 5, introducing Cymbeline and his Queen and Court, and—as might have been expected—a pretty little comedy describing the discovery of the first oyster. Aneurin quarrels with the maid Ffynia, and, in desperation, he threatens suicide in the river. Presently he returns with some horrible, dirty, muddy stones, one of which he proffers as a gift to the mocking Ffynia.

Thou dar'st not, drownd thyself for my sake, she cries; dar'st thou eat one of these? Ffynia will not eat it, she will wait him till he will eat it, he shouts, and avows—a oyster. The onlookers are horror-stricken. In a moment Aneurin is transfused; he sings and dances—a fine new man, I am a Colchester oyster-eater. The crowd seize the remaining oysters, and settles down to the first oyster feast on record.

Succeeding episodes depicted Romans, Saxons, Normans, monarchs, and great personages connected with the ancient town; and they had added interest because performed in Castle Park, on the ground where the many stirring incidents that make up Colchester's fascinating history were enacted in reality.

Boodicea gallops on at the head of the infuriated queen of the British legions to fight Dr. Gilbert, a Colchester worthy, demonstrates his De Magnet to the wondering Court of Queen Elizabeth, an oyster feast being held what time five hundred school children dance a merry riddle, and after the siege of 1648, when the Cavaliers defeated an unwarlike town against the Parliamentary forces, comes the apotheosis of Colchester in a final tableau and rose festival—which spectators declared eclipsed many of the pageants in the series since Shorne. Admiration, enthusiasm, was given in this scene by a number of soldiers from the garrison.

WEATHER REPORT.
The following notice is issued from the Hongkong Observatory:—
On the 22nd at 11.55 a.m.—Yesterday afternoon the depression passed near and to the South of Hongkong. The low pressure in the neighbourhood of Hongkong and fallen slightly in Luzon.
Probably a low pressure trough lies over the middle part of the China Sea, and the Pacific to the E. of Luzon, and a circular depression seems likely to develop over the latter area.
Pressure has increased quickly over this N.E. coast of China and given way considerably in N.E. Japan, the northern depression having reached Hokkaido.
The high pressure area remains over the Pacific between the Looshoos and the Bonins.
Moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 p.m. yesterday 0.24 inches.
Forecast for the 24 hours ending at noon to-morrow:—
1.—Hongkong and Neighbourhood: E. to N.E. winds, moderate; fair.
2.—Formosa Channel: Same as No. 1.
3.—South coast of China between Hongkong and Loochoo: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: E. winds, fresh.

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The Mystery of Frances Farrington, by Elizabeth Banks.

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The Vicissitudes of Flynn, by Bart Kennedy.

The Story of Hanksarth Farm, by Emma Brockes.

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Orphan, by Mrs. Humphry Ward.

The Mystery of Frances Farrington, by Elizabeth Banks.

The Disappearance of Lady Diana, by R. Marsh.

The Vicissitudes of Flynn, by Bart Kennedy.

The Story of Hanksarth Farm, by Emma Brockes.

Principles of the Good Intent, by Halliwell Sutcliffe.

The 'Half Moon', by Ford Madox Hueffer.

Joan of the Hills, by T. B. Clegg.

The Red and the Beginning, by Cosmo Hamilton.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS, CHEMISTS & DRUGGISTS

81, Queen's Road Central, HONGKONG.

DVT & NIGHT TELEPHONE: 492.

BUSINESS NOTICE

RATES OF SUBSCRIPTION

(Payable in advance).

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles	London
DELTA	July 24	MOLDAVIA	Aug. 31	Aug. 27
DELTA	Aug. 7	MANTON	Sept. 4	Sept. 10
CALEDONIA	Aug. 21	MONGOLIA	Sept. 18	Sept. 14
DEVANTRA	Sept. 4	MARMOIRA	Oct. 2	Oct. 8
ABYSSINIA	Sept. 18	MOLTAHAN	Oct. 16	Oct. 22
DELTA	Oct. 2	INDIA	Oct. 28	Nov. 4
DELTA	Oct. 16	CHINA	Nov. 11	Nov. 18
DELTA	Oct. 30	WAGADONIA	Nov. 25	Dec. 2
DEVANTRA	Nov. 13	MOLDAVIA	Dec. 9	Dec. 16
ABYSSINIA	Nov. 27		Dec. 23	Dec. 30

Passengers change steamers at Colombo, and those for Bombay transferred to the Express Mail Steamer at Port Swettenham. Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking. In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	about	London
MALTA	July 28	September 13
SARDINIA	Aug. 11	September 26
SYRIA	Aug. 25	Oct. 9
SUMATRA	Sept. 8	Oct. 23
BORNEO	Sept. 22	Nov. 6
NILE	Oct. 6	Nov. 21
CEYLON	Oct. 20	Dec. 5
SOMALI	Nov. 3	Dec. 18

These steamers call also at Singapore, Penang, Colombo, and at Malta. Carry 1st and 2nd Saloon Passengers. For further particulars apply to E. A. HEWETT, Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA. MAIL SCHEDULE. (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 1	19th August, at Noon
EMPIRE	August 21	15th Sept., at Noon
EASTERN	Sept. 1	15th Oct., at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans, and a daily qualified Doctor and Stewards are on board. For further particulars apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

JAVA-CHINA-JAPAN L.I.J.N. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	REPEATED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIMAH	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAPAN	First half of August	JAVA	First half of August
TJILATJAP	JAVA	Do.	SHANGHAI	Do.
TJILWONG	JAPAN	Second half of August	JAVA	Second half of August
TJIPANAS	JAVA	Do.	JAPAN	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern Indian ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

Yokohama, 1st Floor.

Telephone No. 375.

1907

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, and Electric Light, Perfect Outfit—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUHI	2540	R. W. Almond	Manila	SATURDAY, July 24, at Noon
SAFRO	2540	R. Rodgers	Manila	SATURDAY, July 31, at Noon

For Freight or Passage, apply to

Gheswan, Tomes & Co., General Managers.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Dining Saloon.

STEAMERS	For	LEAVING
HAICHING	SWATOW, AMOY & FOCHOW.	FRIDAY, 23d July, at 2 p.m.
HAIMON	SWATOW.	SUNDAY, 25th July, at 10 a.m.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 27th July, at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier). A reduction of 20 per cent on First-Class Fares to Fochow will be made during the months of July, August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (MEXICO).

s.s. America Maru	5000 tons gross	Aug 30th, at noon
s.s. Hongkong Maru	6000 "	Oct. 26th, at noon
s.s. Manchu Maru	5000 "	Dec. 10th, at noon

For particulars apply to K. MATSUDA, Manager. TOYO KISEN KAISHA, Yokohama.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office: LUDGATE CIRCUIS, LONDON, E.C. Tickets to Europe by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS, CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East: 15, DEE WAT ROAD, HONGKONG. 14, WATER STREET, YOKOHAMA. Hongkong, April 4, 1908.

GREAT NORTHERN STEAMSHIP COMPANY.

Operating the New Twin Screw Steamship MINNESOTA - 25,000 TONS.

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA	Captain RAY.	MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.		

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

EXCURSION PASSENGER ACCOMMODATIONS—Suites and State Rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc. Special rates for children and families. For full particulars of conditions and rates apply to NIPPON YUSEN KAISHA, Agents.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship REGURA.

Captain HAYES will be despatched as above on or about the 24th July. The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewards are on board. For full particulars of conditions and rates apply to JARDINE, MATHESON & CO., Agents.

Hongkong, July 10, 1909.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

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Hongkong, July 10, 1909.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

VIENNA, TRIESTE, DIRECT, CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUVA AND PORT SAID.

(Taking Cargo at through rates to the Straits, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship PERLA.

Captain P. GURAYEVICH will be despatched as above on or about TUESDAY, the 27th inst.

This Steamer has special accommodation for passengers. Electric Light and First-Class Dining Saloon. For full particulars of conditions and rates apply to SANDER, WIELER & CO., Agents.

Hongkong, July 3, 1909.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

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SANDER, WIELER & CO., Agents.

Shipping.

THE STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, BRISTOL, MEDITER, CANAL, PORT, FLYMOOTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEAN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain J. W. H. Snow, carrying His Majesty's Mail, will be despatched from this office on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Molokai, 8,000 tons, from Colombo. Passengers accommodation in which vessel is superior before departure from Hongkong. Silk and Valuable Cargo for France and India, and for London (via Southampton) will be accepted at this office into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Delta, due in London on the 5th September, 1909. Parcels will be accepted at this office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, July 10, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malacca Coast.)

THE Steamship WELSH PRINCE, will be despatched for the above ports on TUESDAY, the 10th August, 1909.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, July 1, 1909.

NOTICES TO CONSIGNEES.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENEDICTE.

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and for from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriters on or before the 31st inst.; or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 20, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by the 27th inst. at 11 a.m. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Optional goods will be landed here unless instructions are given to the contrary before steamer's arrival. All Damaged Packages must be left in the Godowns, where they will be examined on MONDAY, the 26th inst., at 9.30 a.m. Parcels will be accepted at the delivery office on or before the 25th inst. at 5 p.m. All claims must be presented before 26th inst. otherwise they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 20, 1909.

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